

Individual Executive Member Decision

Title of Report:	2011/12 Highway Winter Service Plan
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	24 October 2011
Forward Plan Ref:	ID2374

Purpose of Report: To seek approval of the 2011/2012 Highway Winter Service Plan.

Recommended Action: That the Executive Portfolio Member for Highways, Transport (Operational), ICT & Customer Services approves the 2011/12 Highway Winter Service Plan.

Reason for decision to be taken: Government guidance for highway management recommends the provision of an annually reviewed operational plan for winter service.

Statutory: ☒ **Non-Statutory:** ☐
Other:

Other options considered: None

Key background documentation:

- The Overview and Scrutiny Management Commission's review of the 2010/11 winter season.
- UK Roads Group publication 'Lessons Learned from Severe Weather February 2009'.
- Well maintained Highways – Code of Practice for Highway Maintenance Management.
- The resilience of England's Transport Systems in Winter – Interim report July 2010.

Portfolio Member Details	
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Implications

Policy:	<p>To comply with best practice and the statutory duty to maintain the public highway in a safe condition, the Highways and Transport Service reviews and produces a Highway Winter Service Plan annually to set out its operational proposals for Members to consider.</p> <p>West Berkshire Council aims to provide as far as is reasonably practicable safe travelling conditions on the primary precautionary salting network during the winter service period when hoar frost and snow conditions are forecast.</p>
Financial:	<p>The cost of providing the Winter Service, including the maintenance of West Berkshire Council owned salt bins and undertaking up to 50 primary precautionary salting runs on 500km of carriageway, is included in the 2011/2012 revenue budget. (There is no budget provision for salting of the secondary network, snow clearance operations or footways treatment).</p>
Personnel:	<p>None arising from this report.</p>
Legal/Procurement:	<p>Following a House of Lords ruling, the Council has had a statutory duty from 10 October 2003 to ensure, so far as reasonably practicable that the safe passage along a highway is not endangered by snow or ice.</p> <p>The winter service is procured through the current Term Maintenance Contract for Highways and Bridges 2006 to 2016.</p>
Environmental:	<p>There are issues surrounding the impact of rock salt on the environment and these are addressed in the current term Highway Maintenance Contract for Highways and Bridges 2006 to 2016.</p>
Partnering:	<p>None arising from this report.</p>
Property:	<p>None arising from this report.</p>
Risk Management:	<p>None arising from this report.</p>
Community Safety:	<p>None arising from this report.</p>
Equalities:	<p>A Stage 1 Equality Impact Assessment has been prepared.</p>

Consultation Responses

Members:

Leader of Council:	Councillor Graham Jones
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell led the OSMC review of the impact of, and response to, the severe weather experienced last winter. The commissions recommendations are addressed in this report.
Select Committee Chairman:	Not applicable.
Ward Members:	All Members were consulted on the draft Winter Service Plan and where appropriate, changes have been made to the report to address their comments.
Opposition Spokesperson:	Councillor Keith Woodhams.
Local Stakeholders:	Parish and Town Councils and Ward Members.
Officers Consulted:	Mark Edwards, Gabrielle Esplin, David Holling, Phil Crockford, Carolyn Richardson
Trade Union:	Not applicable.

Is this item subject to call-in.	Yes: <input checked="checked" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval	<input type="checkbox"/>	
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>	
Delays in implementation could compromise the Council's position	<input type="checkbox"/>	
Considered or reviewed by OSC or associated Task Groups within preceding 6 months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	

Supporting Information

1. Background

- 1.1 The winter of 2010-11 will be remembered for an extremely cold spell of weather that lasted for over a month from the end of November, resulting in the coldest December across the UK in over 100 years. January also saw some cold weather, but the rest of the winter season saw relatively mild weather.
- 1.2 October 2010 and the first 22 days of November were generally mild. The remaining period of November saw colder air with road temperatures dropping below zero at night. A few sleety showers occurred at first but colder air brought snow showers from the 29 November onwards resulting in accumulations. The cold air and below zero road temperatures continued for the first 26 days of December and there were some snow showers at the beginning of December and significant snowfall and accumulations between 17 to 20 December. January 2011 was also cold with periods of sub zero road temperatures but no further outbreaks of snow. February and March were mild and April was one of the warmest on record and road temperatures stayed above zero throughout the month.
- 1.3 Following the 2009/10 winter weather, the Council's Overview and Scrutiny Management Commission (OSMC) undertook a detailed and comprehensive review of the effects of the weather and the response to it made by the Council and other organisations. As a result of this review, significant changes were introduced to accommodate schools, bus routes, hospitals/local NHS surgeries and links to strategic transport hubs that included:
- Increasing the Council's salt stock to 5000t
 - a revision of the primary, secondary and contingency networks (precautionary treatment and snow clearance)
 - the introduction a formal footway snow clearance network
 - the use of internal staff from Planning and Countryside for the clearance of snow from strategic footways in town centres and larger villages
 - a revised salt bin policy to enable Parish and Town Councils to purchase and take ownership of salt bins
 - a detailed review of communications and the information published on the Council web site.
- 1.4 Following the recommendations of the OSMC, the use of farmers to carry out snow clearing duties is being considered. The Council's Highways Manager was recently invited to participate in the annual 'Cold Comfort' conference which covers all aspects of delivery of the Winter Service in the UK, as a technical expert on a panel debate on the Localism Bill. During what was a very active debate, many issues of concern were raised including:
- the cost of purchasing and maintaining additional snow ploughs
 - the cost of employing farmers to undertake snow clearing duties
 - the use of untrained farmers to undertake snow clearance on the public network and potential for damage to the fabric of the highway
 - third party claims

- 1.5 The issue of employing farmers to assist with snow clearing has a number of financial and legal implications and further discussions are ongoing with Hampshire County Council and Royal Borough of Windsor and Maidenhead to see if a way forward can be found. A full report will be presented to OSMC with our findings once this investigation has been completed.
- 1.6 As a consequence, no changes are proposed to the Winter Service Plan 2011/12 in connection with the formal employment of farmers for snow clearance duties.
- 1.7 Prior to 2008/09 for a typical winter period, around 1000 tonnes of salt was considered to be the average used across the district. However, in 2008/09 around 2,500 tonnes was used and in 2009/10 around 4,000 tonnes. A similar quantity was used in 2010/11.
- 1.8 Details of our Term Contractor's (Volker Highways Ltd) performance and the number of salting runs undertaken during the winter are provided in Appendices A and B. Despite the severe weather conditions Volker Highways Ltd delivered a good performance returning an average score of 97.4% for the winter period, in other words, 97.4% of routes were completed within the contract time of 3 hours under normal winter conditions. Whilst the contract requires 100% performance, the maximum delay was 15 minutes over the specified contract time.

2. Review of the Winter Service Plan 2010/11

- 2.1 The 2010/11 winter service and plan received a favourable review by OSMC on the 1 March 2011. At this meeting it was resolved that:
- the additional salt stock should be stored in such a way so as to ensure it was covered; and
 - further efforts should be made to engage local farmers to assist in snow clearance

Salt Stock

- 2.2 Salt stocks remained above the minimum requirement of 1400 tonnes throughout the winter season. For the 2011/12 winter season, all salt reserves will be covered. At the start of the winter season a total of 5,000 tonnes will again be in stock.

Salt Bins

- 2.3 Following the changes to last year's salt bin policy, the engagement of Parish and Town Council's was significant and made a real difference across the district particularly in the rural areas. During the 2010/11 winter period an additional 102 salt bins were added to the network and these are summarised in Appendix D.

Communications

- 2.4 For the 2010/11 winter period, the Winter Service Plan and associated treatment plans were published on the Council's website and incorporated into the Council's online mapping facilities. These changes received positive responses from Members and the public and although calls to Customer Services increased during the periods of snowfall, the number of calls were significantly lower than in the previous year.

- 2.5 The 'Safer Driving' leaflet was revised and copies were distributed to all Members and Parish/Town Councils. It was also made available at all Council buildings with public access and published on the Council's website.
- 2.6 All salt bins were labelled with advice on where salt/grit can be used by members of the public, a recommendation of the original OSMC review.

Engagement of Local Farmers

- 2.7 Following the 2010/11 winter season, further discussions with the Thames and Kennet Machinery Ring (TKMR) took place where the following key issues were discussed:
- Insurances
 - Minimum training requirements required for snow clearance on public roads;
 - The provision of equipment
 - General management.

The conclusions of these discussions were as follows:

- TKMR did not consider formal training to be necessary
 - Farmers carried the appropriate level of insurance as members of the National Farmers Union
 - The cost for providing the service would be in the region of £40 to £50/hr.
- 2.8 Following a meeting with Hampshire County Council who have a framework in place for engaging farmers, the estimated cost for providing a similar service in West Berkshire would involve an initial outlay of £60,000.00 for equipment and a year-on-year investment of £45,000.00 depending on weather conditions. A breakdown of costs is shown in Appendix E of this report.
- 2.9 Following discussions with The Royal Borough of Windsor and Maidenhead, a similar framework to Hampshire County Council is being considered and they are currently seeking legal advice. We are currently awaiting confirmation of the outcomes of this meeting.
- 2.10 The Winter Service Plan will be updated once a formal outcome has been reached.

The Use of Internal Staff for Snow Clearance on Footways

- 2.11 The use of Planning and Countryside staff (Rights of Way Rangers / ISS Waterers) and Property and Public Protection staff (Veolia) to clear strategic footways in the main town and village centres was very successful and received positive feedback from the local community.

3. Operational Arrangements for Winter 2011/2012

- 3.1 The Winter Service period for 2011/2012 will operate from Monday 31 October 2011 to Sunday 1 April 2012, although this period may be extended if weather conditions dictate.
- 3.2 Precautionary salting, snow clearance, salt bin provision and the response to adverse weather shall be carried out in accordance with the policy and guidance as detailed within the Council's Highway Winter Service Plan 2011/12.

- 3.3 All decisions and actions will be made by the Council's Winter Service Duty Officer using forecast information as supplied by the Council's contracted forecaster and local roadside weather stations.
- 3.4 Operationally, the delivery of the Winter Service will be provided by the Council's current Highway Maintenance Term Contractor, Volker Highways Ltd.
- 3.5 A copy of the 2011/12 Highway Winter Service Plan will be issued to all Members and all Parish/Town Councils. It will also be available on the Council's website.
- 3.6 The 'Safer Driving' leaflet will be revised to reflect the recommendations made in this report. Copies will be distributed to all Members and Parish/Town Councils and will be made available at all Council buildings with public access. It will also be available on the Council's website.
- 3.7 A copy of the Winter Service Plan is provided in Appendix G

4. Conclusions

- 4.1 The policy statements set out in the previous Winter Service Plan have been amended to reflect the experience of last winter and to incorporate the recommendations of the OSMC review.
- 4.2 The amended Primary Treatment Network, which account for 40.2% of the highway network includes all A and B classified roads and some strategically important C class and unclassified roads. 5 additional roads have been included on the Primary Treatment Network for 2011/12 of which 3 are externally funded. No routes have been deleted. Details are shown in Appendix C. These routes will receive precautionary treatment when hoar frost and/or ice are forecast.
- 4.3 The amended Secondary Treatment Network, which represents 16.7% of the highway network, will be treated when hoar frost and/or ice have been experienced for an unbroken period of greater than 72 hours. 5 routes have been deleted (ie, promoted to the Primary Treatment Network). No additional roads have been included on the Secondary Treatment Network for 2011/12. Details are shown in Appendix C.
- 4.4 The Contingency Treatment Network which covers 46.8% of the highway network, has been introduced which will be treated when hoar frost and/or ice or snow are forecast but only when there is a national shortage of salt or limited salt supplies and/or there has been a Government directive to limit salt use.
- 4.5 The amended Road Snow Clearance Network, which accounts for 46.9% of the highway network ensures that as far as is reasonably practicable all bus routes and access routes to schools and doctors surgeries will be cleared of snow as a priority.

6. Recommendations

- 6.1 Officers recommend that the 2011/12 Highway Winter Service Plan is approved.

Appendices

Appendix A – Contractors Performance in delivering the 2010/11 Winter Service.

Appendix B – Summary of Winter Operations 2010/11.

Appendix C – Changes to the Primary, Snow Clearance and Contingency Networks

Appendix D – Additional Salt Bins (funded by Parish/Town Councils)

Appendix E – Cost of Using Farmers based on Hampshire County Council framework

Appendix F – List of departures from the Code of Practice for Maintenance Management

Appendix G – Winter Service Plan 2011/12

Contractors Performance in Delivering 2010/11 Winter Service.

Contract Performance Indicator – the percentage of gritting routes completed within the specified time.

Month	Percentage of routes completed within time	Contract requirement
November 2010	98.9 %	100.0 %
December 2010	95.7 %	100.0 %
January 2011	99.2 %	100.0 %
February 2011	98.3 %	100.0 %
March 2011	95.0%	100.0 %
Annual average	97.4%	100.0 %

Summary of Winter Operations: 1 November 2010 to 3 April 2011

Month	Precautionary Salting Runs on Primary Treatment Network*	Precautionary Salting Runs on Secondary Treatment Network*	Precautionary Salting Runs on the Contingency Treatment Network*
Nov 2010	9	0	0
Dec 2010	15	7	0
Jan 2011	14	0	0
Feb 2011	3	0	0
March 2011	2	0	0
Totals	43	7	0

Number of snow clearance days	10
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* The figures shown relate to normal winter service conditions. For the periods 29 November to 6 December 2010 and 16 December to 26 December 2010, the service was operating under emergency procedures and vehicles were constantly on the network treating roads or clearing snow. Performance during this period is therefore excluded from the above summary.

Changes to the Primary, Snow Clearance and Contingency Networks for 2011/12

Primary Salting Routes Additions 2011/12

Name	Start	End	Ward	Funding
James Lane	Goring Lane	Hermits Hill	Burghfield	External AWE
Fullers Lane	Burnthouse Lane	District Boundary	Mortimer	External AWE
Burnthouse Lane	Fullers Lane	Pingewood Road South	Burghfield/ Mortimer	External AWE
Padworth Lane	A4	School Road	Mortimer	Internal WBC
Rectory Road & Triangle	School Lane	Reading Road	Mortimer	Internal WBC

Primary Salting Route Removals in 2011/12

Name	Start	End	Ward	Funding
Nil				

Secondary Salting Route Additions in 2011/12

Name	Start	End	Ward	Funding
Nil				

Secondary Salting Route Removals in 2011/12

Name	Start	End	Ward	Funding
James Lane	Goring Lane	Hermits Hill	Burghfield	External AWE
Fullers Lane	Burnthouse Lane	District Boundary	Mortimer	External AWE
Burnthouse Lane	Fullers Lane	Pingewood Road South	Burghfield/ Mortimer	External AWE
Padworth Lane	A4	School Road	Stratfield Mortimer	Internal WBC
Rectory Road & Triangle	School Lane	Reading Road	Stratfield Mortimer	Internal WBC

Additional Salt Bins (funded by Parish/Town Councils)

Parish/Town Council	Proposed Location	Site Description	No.
Aldermaston	Paices Hill	Back of footway outside the Parish Hall	1
Aldermaston	Church Road	Back of footway adjacent to Manor House	1
Aldermaston	Swan Drive, Kingfisher Close	Location to be agreed on site	1
Aldermaston	Spring Lane	To the East of "Deerswood"	1
Aldworth	The Glebe	Location to be agreed on site	1
Aldworth	Bell Lane	By Recreation Ground	1
Bagnor	Un-named Road to Bagnor	Location to be agreed on site	1
Basildon	Hook End Lane	Junction with A329	1
Basildon	Hook End Lane	Junction with Aldworth Road	1
Basildon	Blandys Lane	Junction with Bethesda Street	1
Basildon	Kiln Hill	Location to be agreed on site	1
Basildon	Darby Lane	Junction with Aldworth Road (near Red Lion PH)	1
Basildon	Emery Acres	At the Junction with Aldworth Road	1
Beenham	The Strouds	Outside Property No.1	1
Beenham	Un-named Road to St Marys Church	Location to be agreed on site	1
Beenham	Church View	Grass verge (opposite No.13)	1
Beenham	Stoneyfield	Grass verge (adjacent to Footpath 5)	1
Beenham	Station Road	Junction of Mallards Way	1
Bucklebury	Pease Hill	Location to be agreed on site	1
Burghfield	Granby End	Location to be agreed on site	1
Burghfield	Pineridge Road	Location to be agreed on site	1
Burghfield	Hunters Hill	Location to be agreed on site	1
Burghfield	Southwood Gardens	Location to be agreed on site	1
Burghfield	Woodlands Avenue	Location to be agreed on site	1
Cold Ash	Collaroy Road	Near Junction of Gladstone Lane	1
Cold Ash	Bucklebury Alley	Grass verge (in front of "Foxview")	1
Cold Ash	Wansey Gardens	Location to be agreed on site	1
Cold Ash	Lambert Drive	Location to be agreed on site	1
Cold Ash	Huntingdon Gardens	Location to be agreed on site	1
Compton	Newbury Lane	Location to be agreed on site	1
Compton	Shepherds Mount	Outside No. 31	1
East Garston	Newbury Road	Junction with Humphrey's Lane	1
East Garston	Newbury Road	Junction with Front Street	1

Additional Salt Bins (funded by Parish/Town Councils)

Parish/Town Council	Proposed Location	Site Description	No.
Englefield	North Street Village	Near Parish Notice board	1
Englefield	North Street Village	South End of Village (near Footpath sign)	1
Frilsham	Hatachets Lane	Junction of Beechfield (by Bus Stop)	1
Greenham	New Road	Junction with Mandarin Drive	1
Greenham	New Road	South of Chester Close (north of Bridleway)	1
Greenham	Dalby Crescent	Outside No 6	1
Greenham	New Road	Opposite St Marys Church (by Footpath sign)	1
Hungerford	Sarum Way	Location to be agreed on site	1
Hungerford	Croft Road	Location to be agreed on site	1
Hungerford	Cherry Grove	Location to be agreed on site	1
Hungerford	Cottrell Close	Grass Verge (Opposite No 30)	1
Inkpen	Spray Road	Near West Court	1
Inkpen	Bracken Copse	Adjacent to No.1, near entrance to Footpath 26	1
Kintbury	Church Hill	Grass Verge (near telegraph pole)	1
Kintbury	Church Hill	Grass Verge (opposite turning for Orpenham Farm)	1
Kintbury	Church Hill	Grass Verge (junction of un-named road to A4)	1
Newbury	Sunley Close	Outside No.5	1
Newbury	Croft Road	Halfway along	1
Newbury	Courtlands Road	Junction with Greenlands Road	1
Newbury	Gorselands	Location to be agreed on site	1
Newbury	Braun Road	Location to be agreed on site	1
Newbury	Gaskell Mews	Location to be agreed on site	1
Newbury	Pear Tree Lane	Junction with Kiln Road	1
Newbury	Overbecks	Junction with Gaywood Drive	1
Newbury	Curling Way	Junction with Gaywood Drive	1
Newbury	Normandy Rise	Junction with Conifer Crescent	1
Newbury	St Michaels Road	Junction with Rockingham Road	1
Newbury	Paddock Road	Junction with West Mead	1
Newbury	Paddock Road	Junction with Meadow Road	1
Newbury	Monica Gardens	Junction of Shaw hill/Long Lane	1
Pangbourne	Thames Avenue	By street name plate Junction with B471	1
Pangbourne	Cedar Drive	Back of footway	1
Pangbourne	Green Lane/Courtlands Hill	Grass verge	1
Pangbourne	St James Close	Grass verge	1
Pangbourne	Chilton Walk	On grass verge by footway link	1

Additional Salt Bins (funded by Parish/Town Councils)

Parish/Town Council	Proposed Location	Site Description	No.
Peasemore	Palmer Close	Junction with Field Road	1
Peasemore	Field Road	Opposite Hillgreen Lane	1
Peasemore	Field Road	Junction of Princes Lane	1
Peasemore	Beedon Common	Junction with Peasemore Road	1
Purley-on-Thames	Nursery Gardens	Junction with A329	1
Purley-on-Thames	Purley Village	Junction with Lister Close / Farm Close	1
Purley-on-Thames	Apple Close	Junction with Orchard Close	1
Purley-on-Thames	Clarendon Rise	Junction with Long Lane	1
Shaw-cum-Donnington	Shop Lane	Junction with Oxford Road (north side)	1
Shaw-cum-Donnington	Love Lane	Junction of Northern Avenue	1
Shaw-cum-Donnington	Kingsley Close	Grass verge where road splits	1
Shaw-cum-Donnington	Lampacres	Grass verge	1
Shaw-cum-Donnington	Church Lane	Grass verge (near overflow car park)	1
Streatley	Rectory Road	Junction with A417 Wantage Road	1
Streatley	Rectory Road	Half way along (Location to be agreed)	1
Streatley	The Coombe	Top of cul de sac	1
Streatley	The Coombe	Junction with the Bull Meadow	1
Sulhamstead	Hollybush Lane	Omers Gully (by railing)	1
Thatcham	Link Way	Location to be agreed on site	1
Thatcham	Robertsfield	Location to be agreed on site	1
Thatcham	Yarrow Close	Location to be agreed on site	1
Thatcham	Ashbourne Way	On grass verge (near school)	1
Thatcham	Masefield Road	On grass verge	1
Thatcham	Lawrences Way	On grass verge (by lamp column)	1
Tidmarsh	Tidmarsh Lane	On bend against brick wall	1
Welford	Church Hill	Grass verge (near the bend)	1
Welford	Welford Road	Grass verge (entrance to Village Hall)	1
Welford	Mant Close	Grass verge (on the bend)	1
Welford	The Row (Welford)	Top of steep hill (near field entrance past first cottage)	1

Additional Salt Bins (funded by Parish/Town Councils)

Parish/Town Council	Proposed Location	Site Description	No.
Woolhampton	Victor Place	Back of footway (by lamp column)	1
Woolhampton	Orchard Close	Junction with Woolhampton Hill by telegraph pole	1
Woolhampton	Rowlands Copse	Grass verge outside No 6	1
Woolhampton	Railside	Grass verge at entrance	1
Yattendon	Scratchface Lane	Grass Verge (top of slope down to Yattendon Rd)	1

Total **102**

Cost of Using Farmers based on Hampshire County Council Framework

Initial Set Up Costs

- To supply each farmer with a suitable plough for their vehicle: £3,000.00 each
 - Assume 20 no. farmers on an approved list: £3,000.00 x 20 no.
- TOTAL £60,000.00**

Year on Year Costs

- Annual retainer payable to each farmer (paid at discretion of Authority): £300.00 / year
- Annual maintenance of ploughs: £200.00 / year
- Payment during snow conditions: £45.00 / hour

Assuming 20 no. farmers on an approved list and based on last season (2010/11):

- Annual retainer: £300.00 x 20 no. = £6,000.00
 - Annual maintenance: £200.00 x 20 no. = £4,000.00
 - Payment based on 2010/11 snow conditions: 10 days x 5 hrs/day x £45.00/hr = £2,250.00 each
20 no. x £2,250.00 = £45,000.00
- TOTAL £45,000.00 / per annum**

The above figures are estimates only.

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
1	Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority.	Yes	Winter Service Plan reviewed in accordance with recommendations of the Overview and Scrutiny Management Commission (OSMC) and COP as amended December 2009. Plan to be approved by Individual Decision 24 October 2011.	
2	Authorities should consider, consult on and formally adopt local service standards for resilience of their winter service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period.	Yes		
3	Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather.	Yes		
4	Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement and sharing depots and salt stock, would prove effective and provide value for money approach to increasing winter service resilience.	Yes	Joint procurement with Berkshire Unitaries for sensor maintenance and forecasting services.	

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
5	Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party.	Yes	See item 1	
6	Authorities should ensure effective communication of information for the public before and during normal and severe winter conditions.	Yes	Publication of 'Safer Driving this Winter on West Berkshire Roads' leaflet and Winter Service Plan and associated route plans via the website.	
7	Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders and seek to ensure improved service for the public.	Yes		
8	Authorities should formally approve, adopt and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code	Yes	See Item 1.	
9	Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general maintenance hierarchy, but adapted to take into account the factors identified by this Code.	Yes	Route plans in place where appropriate.	The Council only salts specified sections of footway network during prolonged hazardous conditions and when snow is forecast. Remote cyclepaths are not treated.

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
10	Authorities should prepare contingency Winter Service Plans for severe weather conditions, which include possibilities such as salting a Minimum Winter Network. Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent Authorities.	Yes	The Council has a defined Contingency network which is detailed in the Winter Service Plan. Route plans are also in place.	
11	Authorities should explore the potential for mutual aid in salt supply and other aspects of winter service and should make contingency arrangements in advance.	Yes	Alternative salt supply arrangements in place with WBC's Term Maintenance Contractor.	
12	Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making.	Yes	West Berkshire Council makes use of information from roadside sensors and detailed site specific forecasts issued by MeteoGroup UK in its decision making process.	

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
13	Authority should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents.	Yes	PI's in Term Maintenance Contract and Winter Service Plan.	
14	To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season.	Yes	All Duty Officers trained to City and Guilds Supervisor Standard. All Term Contractor WS operatives have City & Guilds 6157 accreditation (superseded by 6159). 2 staff are now accredited City & Guilds Winter Service Supervisors.	
15	Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events.	Yes	Ad hoc audits are undertaken to test Winter Service Plan during winter season.	
16	Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase.	Yes	Term Contractor / Salt Union re-stocking arrangements in place.	

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
17	As a means of enhancing local salt storage capacity, Authority and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of season or provision of land.	Yes	Recommendation of OSMC to increase WBC's salt stock to 5000t. Being a predominantly rural district, WBC's winter service requirements do not favourably align with those of the more urban UA's in Berkshire.	
18	Authority should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier.	Yes	Arrangements in place with Highway Term Contract for alternative salt supplies.	
19	Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. Longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment facilities.	Yes	Arrangements in place with salt union to maintain a total salt stock of 5000t.	

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
20	All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances.	Yes	The Winter Service Plan is reviewed annually.	

Winter Service Plan 2011/12